

INSTRUCTIONS TO DETERMINE IF A ROADWAY IS “ON OR OFF THE FEDERAL AID SYSTEM”

Vehicle Speed Feedback Signs

The purchase of Vehicle Speed Feedback Signs (VSFS) and supports/poles are allowable with Section 157, 163, and 402 funds at sites that are “off” the federal aid system. The Office of Traffic Safety (OTS) does not fund installation costs.

To determine if a VSFS location site is “off” the federal aid system, use the California Road Systems (CRS) maps at the following Caltrans link: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/. Use the “List of Jurisdictions” link to determine the CRS map location of the site and the functional classification legend provided to determine the road classification.

A location site is considered “off” the federal aid system and eligible for OTS funding when it has one of the following functional classification codes: “08 Minor Collector,” “09 Local” or “19 Local.” If your location site is not listed on the Functional Classification Lookup, consider it “off” the federal aid system and therefore eligible for OTS funding.

Vehicle Speed Feedback Sign Definition (Section 2B.13)

(NOTE: All section references are to the California Manual of Uniform Traffic Control Devices - [California MUTCD 2010](#)).

Device is approved nationally in the Manual of Uniform Traffic Control Devices (MUTCD) and in California through the California Traffic Control Device Committee (CTCDC) Caltrans Manual.

A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

Standard: If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX.

The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background.

When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5.

Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.
Guidance:

To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.

Option: When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

In lieu of lights, legend may be retroreflective film for flip-disk systems.

The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

Support: Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

NOTE: As with all traffic control devices, VSFS site locations must be based on problem identification. The VSFS's should be part of a larger traffic safety program that includes an enforcement component whenever possible.

Flashing Beacons (Section 4K.01)

A Flashing Beacon is a highway traffic signal with one or more signal sections that operates in a flashing mode. It can provide traffic control when used as an intersection control beacon or warning in alternative uses.

The purchase of Flashing Beacons is allowable with Section 157, 163, and 402 funds at sites that are “off” the federal aid system. OTS does not fund installation.

To determine if a flashing beacon site is “off” the federal aid system, use the California Road Systems (CRS) maps at the following Caltrans link: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/. Use the “List of Jurisdictions” link to determine the CRS map location of the site and the functional classification legend provided to determine the road classification.

A location site is considered “off” the federal aid system and eligible for OTS funding when it has one of the following functional classification codes: “08 Minor Collector,” “09 Local” or “19 Local.” If your location site is not listed on the Functional Classification Lookup, consider it “off” the federal aid system and therefore eligible for OTS funding.

Warning (Flashing) Beacon Definition (Section 4K.03)

Device is approved nationally in the Manual of Uniform Traffic Control Devices (MUTCD) and in California through the California Traffic Control Device Committee (CTCDC) Caltrans Manual.

Support: Typical applications of Warning Beacons include the following:

- A. At obstructions in or immediately adjacent to the roadway;
- B. As supplement emphasis to regulatory or warning signs;
- C. As emphasis for mid-block crosswalks;
- D. On approaches to intersections where additional warning is required, or where special conditions exist; and
- E. As supplements to regulatory signs, except STOP, YIELD, DO NOT ENTER, and SPEED LIMIT signs.

Flashing Beacons at School Crosswalks (Section 4K.103(CA))

Flashing beacons at school crosswalks may be installed on State highways in accordance with CVC Sections 21372 and 21373. Flashing yellow beacons may be installed to supplement standard school signing and markings for the purpose of providing advanced warning during specified times of operation when justified (see Vehicle Code).

Typical applications for flashing beacons include the following:

1. Signal Ahead
2. Stop Signs
3. Speed Limit Signs
4. Other Warning and Regulatory Signs
5. Schools
6. Fire Stations
7. Intersection Control
8. Freeway Bus Stops
9. At Intersections Where a More Visible Warning is Desired

In-Roadway Warning Lights

In-Roadway Warning Lights (IRWL) at Crosswalks are allowable with section 157, 163, or 402 funds, provided the installation site(s) are “off” the federal aid system. OTS does not fund installation.

To determine if an IRWL site is “off” the federal aid system, use the California Road Systems (CRS) maps at the following Caltrans link: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/. Use the “List of Jurisdictions” link to determine the CRS map location of the site and the functional classification legend provided to determine the road classification.

A location site is considered “off” the federal aid system and eligible for OTS funding when it has one of the following functional classification codes: “08 Minor Collector,” “09 Local” or “19 Local.” If your location site is not listed on the Functional Classification Lookup, consider it “off” the federal aid system and therefore eligible for OTS funding.

In-Roadway Warning Lights at Crosswalks Definition (Section 4L.02)

Device is approved nationally in the Manual of Uniform Traffic Control Devices (MUTCD) and in California through the California Traffic Control Device Committee (CTCDC) Caltrans Manual.

Standard: If used, In-Roadway Warning Lights at crosswalks shall be installed only at marked crosswalks with applicable warning signs. They shall not be used at crosswalks controlled by YIELD signs, STOP signs, or traffic control signals.

If used, In-Roadway Warning Lights at crosswalks shall be installed along both sides of the crosswalk and shall span its entire length.

If used, In-Roadway Warning Lights at crosswalks shall initiate operation based on pedestrian actuation and shall cease operation at a predetermined time after the pedestrian actuation or, with passive detection, after the pedestrian clears the crosswalk.

If used, In-Roadway Warning Lights at crosswalks shall display a flashing yellow signal indication when actuated. The flash rate for In-Roadway Warning Lights at crosswalks shall be at least 50, but not

more than 60, flash periods per minute. The flash rate shall not be between 5 and 30 flashes per second to avoid frequencies that might cause seizures.

If used on one-lane, one-way roadways, a minimum of two In-Roadway Warning Lights shall be installed on the approach side of the crosswalk. If used on two-lane roadways, a minimum of three In-Roadway Warning Lights shall be installed along both sides of the crosswalk. If used on roadways with more than two lanes, a minimum of one In-Roadway Warning Light per lane shall be installed along both sides of the crosswalk.

If used, In-Roadway Warning Lights shall be installed in the area between the outside edge of the crosswalk line and 3 m (10 ft) from the outside edge of the crosswalk. In-Roadway Warning Lights shall face away from the crosswalk if unidirectional, or shall face away.

Countdown Pedestrian Signals (Section 4E.07)

Countdown Pedestrian Signals (CPS) purchases are allowable when funded with Section 163 or Section 157 funds, provided they are installed “off” the federal aid system (e.g., local roads or rural minor collectors). These devices are added to a pedestrian signal head in order to inform pedestrians of the number of seconds remaining to cross the street. OTS does not fund installation costs.

To determine if a CPS site is “off” the federal aid system, use the California Road Systems (CRS) maps at the following Caltrans link: http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/. Use the “List of Jurisdictions” link to determine the CRS map location of the site and the functional classification legend provided to determine the road classification.

A location site is considered “off” the federal aid system and eligible for OTS funding when it has one of the following functional classification codes: “08 Minor Collector,” “09 Local” or “19 Local.” If your location site is not listed on the Functional Classification Lookup, consider it “off” the federal aid system and therefore eligible for OTS funding.